



# Hongkong Daily Press.

ESTABLISHED 1857



Sole Agents:  
H. PRICE & CO.,  
WINE MERCHANTS,  
12, QUEEN'S ROAD CENTRAL.

No. 14,875 號五十七八千四萬一第 日五十月壹十年壹十三緒光 HONGKONG, MONDAY, DECEMBER 11TH, 1905. — 拜福 號壹十月二十五年零百九十一英邊香 PRICE, \$3 PER MONTH.

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Promotes a healthy action of the skin, counter-  
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General Managers.

Hongkong, 1st October, 1905. [a271]

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MERCANTILE HOUSE in Hong-  
kong an Experienced Man of business to act as  
COMPRADORE. Good references and sub-  
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Apply in writing to  
MESSRS. JOHNSON, STOKES & MASTER,  
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Hongkong, 15th September, 1905. 2050

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BY a Young Englishman with five years'  
experience in a mercantile firm and with  
a good knowledge of FORTHEAND and  
TYPEWRITING.

Apply to  
M. Q. C.  
Care of "Daily Press" Office.  
Hongkong, 15th November, 1905. [a271]

**WANTED**

BOARD and LODGING wanted, by  
Englishman, in a respectable family.  
Terms must be moderate. Apply stating full  
particulars to  
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Care of "Daily Press" Office.

Hongkong, 8th December, 1905. [a272]

**HOUSE WANTED.**

WANTED IMMEDIATELY FUR-  
NISHED HOUSE on the Peak or  
higher levels. Apply by letter to—  
"HOUSE."  
Care of "Daily Press" Office.  
Hongkong, 8th December, 1905. [a273]

**FOR SALE**

FOR SALE.

**VALUABLE RIVER FRONT PRO-  
PERTY** in Canton, near Electric  
Light Company's Power House. Over 150  
feet River Frontage. Apply at—  
144, Shamian, Canton.  
Hongkong, 9th December, 1905. [a278]

**FOR SALE.**

**TWO MOTOR-BOATS** suitable for Office  
Work or Ferries to the Shipping.  
For particulars, apply to—  
"MOTOR."  
Care of "Daily Press" Office.  
Hongkong, 5th December, 1905. [a273]

**FOR SALE.**

**A LARGE WELL-BUILT GODOWN**  
suitable for storing and discharging  
goods. Situated at Fong Chuen, Canton, next to  
MESSRS. ARNOLD, KALDRE & CO.'s Godown.  
Apply to—

TUNG YUEN,  
163, Wing Lok Street.  
Hongkong, 17th November, 1905. [a257]

**NOTICE.**

**GEO. FENWICK & CO., LTD.**, Engineers  
&c., are open to receive OFFERS FOR  
THE PURCHASE OF THEIR WANCHAI  
PROPERTY, comprising portions of Marine  
Lots Nos. 31 and 36; approximate area 43,000  
square feet.

For further particulars apply to the Company.

Hongkong, 12th July, 1905. 1133

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CABLE ADDRESS—"CHEF"

DELIGHTFUL SITUATION. UNEXCELED RESORT FOR TRAVELLERS  
AND RESIDENTS.  
BILLIARDS AND BOWLING. LAWN AND GARDENS.  
JAS. W. OSBORNE, PROPRIETOR AND MANAGER. [2745]

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AXMINSTER CARPET SQUARES.  
VELVET PILE AND BRUSSELS CARPETS.  
CHENILLE AND TAPESTRY CURTAINS.  
BLANKETS AND EIDER DOWN QUILTS.  
PERAMBULATORS AND MAIL CARTS.  
FENDERS, CURBS, FIRE BRASSES.

## LANE, CRAWFORD & CO.

Hongkong, 8th November, 1905. [a268]

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No. 39, QUEEN'S ROAD, HONGKONG. LATE OF 51, MAIN STREET, YOKOHAMA  
DEAPER & TAILOR, GENT'S FURNISHING GOODS, & GENERAL OUTFITTER.  
ALL NEW GOODS IN STOCK.

A Trial Solicited, Fit and Satisfaction Guaranteed. Inspection Invited.  
Hongkong, 27th May, 1905. [a265]

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square feet.

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Hongkong, 12th July, 1905. 1133

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Hongkong, 9th November, 1905. [a237]

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Text, Part I. [a268]

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KIPPS, by H. G. Wells.

THE SPIDER'S EYE, by W. Le Queux.

THE HUNDRED DAYS, by Max Pemberton.

THE CLAIM JUMPERS, by S. E. White.

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Hope.

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E. J. Hardy.

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Reinsch.

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EFFICIENCY, by A. Sted.

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1897 TO ACCESION OF EDWARD  
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TINY TOTS, BO PEEP, INFANT'S MAGAZINE,  
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## INTIMATION


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THE FINEST  
WHISKIES  
DISTILLED  
IN SCOTLAND  
IS CHARACTERISED BY ITS  
FINE FLAVOUR  
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GREAT AGE.  
PER DOZEN - - - \$16.50

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LIMITED,  
WINE AND SPIRIT MERCHANTS,  
ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

133.

**NOTICE TO CORRESPONDENTS.**  
Our communications relating to the news columns should be addressed to THE EDITOR.  
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.  
All letters for publication should be written on one side of the paper only.

No anonymous or signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of *Daily Press* should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

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Leber.

P.O. Box, 23. Telephone No. 12

HONGKONG OFFICE: 10A, DE VOUX ROAD C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, DECEMBER 11TH, 1905.

The gloomier class, which says on seeing the ideographic writing of China and Japan, "However do they learn to distinguish one spidery mark from another?" will not be surprised to hear that efforts are being made in both countries to introduce a system of writing the language with the Roman alphabet. It will to them appear as a simple necessity and a matter of course. There are difficulties in the way, and even objections, at which they would express surprise. We referred to the subject last year, and now note that it is receiving renewed attention in both countries. The Educational Association of China, which held its triennial meeting at Shanghai in May, has reported considerable progress on the continent, and the "Romaji Hirome Kwai," a society working in the island empire for a like object, has within the last few weeks published the first number of a periodical designed to further that object. According to extracts in the *N.C. Daily News*, Amoy, which claims to be the pioneer in romanisation, reports that there it "is an acknowledged success." Any question as to its usefulness is never raised, among Amoy missionaries. In Canton the interest has revived. Hitherto it has never been given a fair trial, but it is now expected that equally good results will follow its use in the south as elsewhere. Even the Chungchias, a tribe of non-Chinese living in the Kueichou province, have had provided for them the privilege of learning to read and write in their own tongue. In Foochow, increasing popularity and influence are the keynote of the report, and this will not be lessened by the fact that there is a monthly newspaper now printed in the now

well-known type, and read by an ever-widening circle of "romanists." In the island of Hainan and amongst the Hakkas a beginning has been made, and we learn that the islanders greatly prize the new acquirement as a means of letter-writing. A partial failure in Hangchow is accounted for by the fact that "there seems to have been no very great interest in pushing the romanised" in that important centre. But in Ninghau "the success of the romanised has been phenomenal." It seems that in this district everything combines to favour the new style of learning. "A large and growing church: missionaries awake to the need of help for the illiterate; a system of romanisation upon which all are agreed; vernacular books in Chinese character to interfere with the general use of the romanised; and a vigorous prosecution of the work of preparing books and teaching the Chinese to read them." The movement is still in the initiatory stage at Kashung, comparatively new at Kiennung and Kienyang, but is in full flood at Ningpo, one of the pioneer stations in the use of the roman character. Mr. R. Fitch writes thence that the popularity of the romanised "has been at an unchanging climax for several years." At Shanghai the success of the past three years has been very marked. Soochow reports no progress. "The number of illiterate Christians is comparatively small," and those who want to read have to learn the character. In Swatow on the other hand, "the romanised is growing in favour with all classes." Taichow introduces a new note: "Quite a number of non-Chinese of the scholar class are buying primers, and a new edition is being prepared for their use with Chinese characters added, so that scholars can learn without a teacher." Mr. Soothill of Wenchow reports: "I consider that the adoption of romanisation in mandarin-speaking districts is likely to result in the unification of the Chinese spoken language and in the production of a national literature easily read everywhere." At present, remarks our contemporary, a magnificent collection of Chinese poetry and prose is easily read nowhere. In Japan, we are told by the Yokohama *Advertiser*, which regards the project unsympathetically, there was a Roman Character Association four years ago which failed. That Association perhaps failed to persevere, but we cannot agree that its efforts were wasted, since we are able now to see the work continuing, and know that in Japan the supply of "Romaji" literature is greater even than in China. Indeed, if there be reason to hope for success in China, we should say there is a reasonable certainty of it in Japan, where the difficulty of the "tones" does not appear. It will be admitted by those familiar with both European and Far Eastern written languages that each achieves the same result, and that one (our own) is the more easily and economically acquired. At the same time, it will not be out of place to indicate the obstacles in the way, consideration of which will help the enthusiastic to avoid the despair born of impatience at slow progress. The chief difficulties are natural prejudices, which we cannot help excusing when we think of the British dislike of any proposal on the lines of change. The much-needed spelling reform, for instance, has been almost unanimously rejected because of the sacrifice of literary associations it entails. Anyone reading Professor CHAMBERLAIN'S delightful introduction to the study of the ideograph will realise that there is a rare wealth of such associations that must suffer when the Roman letters are adopted. The British are strangely shy of the decimal system, which has more to recommend it and less to fight against than reformed spelling, so that we have no right to criticise any hesitation of the Chinese and Japanese literati. The precious associations of their written characters are on a much higher plane even than ours. We are told that each of those "spidery marks" is essentially a picture representing an idea; our words built of letters represent first a sound. The psychological process in each case has been thus, crudely described: in China and Japan the impression telegraphed direct from eye to brain is of things, the evolution of abstractions from concretes having a natural progress: in Europe the impression travels from eye to brain via ear, and the process of evoking associations is more arbitrary. That would be more wholly true if the ideograph were what it is supposed to be, and what it undoubtedly once was. But it has to be remembered that ideograms have long been reduced to forms almost as arbitrary as

our own. Professor CHAMBERLAIN and the sinologists, native and foreign, are able to trace these arbitrary signs to their pictorial radicals, and to show us how obviously a woman and a house represent domesticity; but the masses who have to learn these characters to get at the instruction recorded by them see as little of this as the English boy sees of the origin of the word "car." The foundations of expressed knowledge come to us orally, naturally; and it follows that the supplementary form, by writing, should be as simple as possible. Without spelling reform, Romaji or Romu letter writing remains an imperfect system phonetically; but it is in the meantime a system much more easily acquired, costing less in time and effort, than the cumbersome languages of China and Japan. In the case of Japan, they have already adopted a system which is better than Romaji, and therefore we hardly see what they hope to gain by using Roman characters, which, as at present used to indicate Japanese words, have to be disfigured by all sorts of accents. We refer to their *kana*, which are more accurately phonetic than our alphabet appears at present, in the absence of a uniform usage. Romaji commits them to our confusion as illustrated by "cough" and "plough." Their own *kana* offer what our alphabet ought to, but does not: one symbol one sound. That is a much more reasonable objection to Romaji than the one which dwells on the fact that there are no less than ninety-two different characters pronounced *ka*, with sixteen compounds *ko*, *sho*, and twenty-four compounds *ko*, *shi*. Context has to be relied upon in speech, so it would be no hardship to rob the Japanese scholar of the alleged 132 variations in writing that sound, the task of learning which must be stupendous. Sir ISAAC PITMAN had to face that difficulty with words like "all, awl, awl, whale, hole." In China the difficulties are enormous. We have tried to produce the tones in both Roman letters and in phonography, and failed of course. It seems impertinent to offer Romanised writing to China while we are at present undecided whether the Chinese sound-name of a Hongkong suburb is best represented by "Kowloon" or "Kau-lun"; and we would almost as soon learn the ideograph itself as puzzle out the phonetic significance of compositions like "hsien-chia-shueh." But these are difficulties to be surmounted, not despised over; and the success of the movement will mean a wonderful spread of culture when it does away with the far more formidable difficulties of ideography. The reformers do not deserve, at any rate, that we should discourage their gallant enterprise.

The Russian cruiser *Rossia* arrived in port on Saturday, when the usual courtesies by way of salute were exchanged.

The s.s. *Glengyle* reached Singapore from Hongkong in record time, four days and thirteen hours. She carried 1,388 coolies.

The Chinese on the Ramb have a secret society called "The Red Door." It appears to be a criminal guild. All members caught are to be banished.

Twenty six Chinese are in custody at Singapore, charged with being members of a revolutionary society. Their motto was "Down with the Manchus; up with the Mings."

The Taikoo Club held the first of a series of Quadrille parties on Saturday night, and, if the opening evening can be taken as a criterion, the dances arranged for the season promise to be a great success.

A motor road from London to Brighton, to cost £1,000,000, is, it is said, to be the subject of a private Bill in Parliament during next year. Reasonable charges are proposed for the use of the road.

The maximum average temperature in Hongkong during the month of November, according to observations taken at the Observatory, was 73.6, and the minimum 65 deg.

The *Gazette* notifies that in the absence of further rainfall on and after Friday, 15th instant, the supply of water will only be turned on to the public mains east of Arsenal Street from 6 a.m. to 9 p.m.

British vessels lost in 1803-4 numbered 401, of a total of 135,890 tons, being fifty-three vessels and 26,12 tons in excess of the previous year. Passengers and crews numbering 365 lost their lives in shipping casualties last year, the lowest figure in the past twenty-four years. The average annual loss in twenty-five years has been 1,570 persons.

The Sanitary Institute's programme for this week is as follows:—Monday, Arithmetic Class, 8.30 p.m.; Tuesday, Lecture by Mr. S. L. Perkins on "Building Materials"; Wednesday, Lecture by Mr. B. W. Grey, subject, "Levelling"; Friday, Lecture by Mr. S. L. Perkins on "Building Materials." The lectures begin at 9 p.m.

Officers proceeding to India have long complained of the large initial outlay which they are compelled to meet for the furnishing of their bungalows or other quarters, and it was hoped that the Indian Government would take the same steps as the War Office towards a solution of this trouble. This they decline to do, but they are prepared to advance £200 to every officer called upon to furnish, to be repaid at the rate of £3 6s. 8d. per month.

It is suggested that the "bales of Chinese hair" imported into England, about which such a fuss has been made on the score of anthrax infection, were not queues, but buffalo hair. If this be true, the quaint reflection following is wasted. "To the Far Eastern father of a family it must seem a strange yet solemn freak of fate, that the pigtail of his 'boy,' which he may have often longed to twist and pull, will, perhaps, when he goes home, be visible again upon his daughter's head."

"John Chinaman at Home," Mr. Hardy's new book, is listed in the *Publishers' Circular* at 10s 6d. and is on sale in Hongkong at \$5. Our reviewer's reference to the published price as four shillings was, we find, due to no fault of his. The publisher had enclosed the customary slip saying "the price of this book is —" and the blank was filled in plainly "4s." — evidently an inadvertence by the despatching clerk. Our reviewer says the change makes no difference; that the book is well worth five dollars.

The Indian Government has communicated to the Agent and Manager, Madras Railway, a letter from the Railway Board sanctioning the estimate, amounting to £30,000, for the cost of construction of three rail motor coaches, and the authorized stock being increased by those coaches. These coaches are intended for experimental use on the Madras Railway, to take the short distance traffic on certain portions of the main line and thus facilitate and economise the working of the through traffic.

The following returns of the average amount of bank-notes in circulation, and of specie in reserve in Hongkong, during November, are certified by the managers of the respective Banks:

Bank.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China.	\$ 3,644,586	£ 2,300,000
Hongkong and Shanghai Banking Corporation	13,723,957	9,000,000
National Bank of China, Limited	68,015	10,000
	Total	\$17,456,558 811,349,000

## CANTON.

FROM OUR CORRESPONDENT.

9th November.

**THE LINCHOW AFFAIR.**  
I am informed that the United States Vice-Consul has received a telegram informing him that the Commissioners left Linchow yesterday.

**EARNEST STUDENTS.**

The education department here has notified the public that the second batch of members of the gentry who have expressed their desire to proceed to Japan to study commercial and political economy questions, are requested to call at the offices of the Board of Education to report themselves between the 9th and 13th inst., and to hold themselves ready to start on their voyage before the Chinese New Year. It is stated that the Government gives each member 300 taels to defray expenses during the six months' stay in Japan. The first batch of 40 proceeded to Japan about a month ago.

**CHRISTMAS SPORTS.**

I am informed that the officers of the U. S. S. monitor *Monadhli* have subscribed 300 dollars gold for the purchase of numerous prizes to be presented to winners of the different events during the sports which they are now arranging for Xmas. The events will be open to all residents of Shantou.

**THE YUNNAN RAILWAY.**

The French Mission college of Canton which was founded a few years ago by Bishop Maré is in a flourishing condition: many scholars attend the institution which is very ably directed by Rev. Fouquet. A few days ago a batch of fifteen of the best scholars received appointments on the Yunnan Railway Syndicate's staff as interpreters and have left for Yunnan. As they are all Chinese it is hoped that they will be able to promote a better understanding between employers and labourers and allay any ill-feeling that still exists through past misunderstandings.

**A CHINESE INVENTOR.**

A man named Fung-chun has invented a bullet proof shield, and asked the Viceroy's patronage. He says the Imperial Troops, armed with his invention, can decimate their enemies and go unscathed themselves. Viceroy Shum's reply is said to have been, "Take that thing away."

**THE BANK PURSES.**

Wai-Long-Shan, of the Wai-Fung Co., is heavily indebted to the Taiwan Bank of Hongkong. The Japanese Consul has sent a despatch to Viceroy Shum requesting that the debtor be arrested and compelled to pay his debts. The Consul adds that Wai has been seen in the streets of Canton on several occasions. It is reported the Viceroy Shum has given instructions to the Nani-Hoi, Poen-Yu and Hang-shan magistrates to effect his arrest.

**BOYCOTT.**

Another boycott meeting was held here on the 7th inst., when delegates from Hongkong, Macao, Pashan, Shekloon, Saiwan, and even Shanghai, were present. Tsotai Cheang To-chai presided. After considering suggested amendments of the American law, it was agreed that it would be no use to engage in further conference with American merchants. The meeting adjourned sine die.

## TELEGRAMS.

[REUTER'S SERVICE.]  
APPOINTMENTS.

LONDON, 7th December.

The appointment of Sir John Anderson as Governor of Labuan, an addition to the Straits Government, and an agreement for a British Resident, to control the administration of Brunei, are officially announced.

## GREAT BRITAIN AND GERMANY

LONDON, 7th December.

Prince Buelow speaking in the Reichstag said that correct relations between the Cabinets of any two countries should not exhaust their policies, but popular passions sometimes jeopardise Cabinet policies; for example, we have now to reckon with a deep popular aversion to us in England, and it is only recently that any tendency against this dangerous tension has been noticeable in the leading English circles.

We sincerely hope that this indicates the beginning of a desire for a renewal of an unfortunately interrupted understanding. The Triple Alliance was unpaired but Germany must be strong enough to hold her own without allies. In regard to East Asia, relations with Japan were good and friendly and he believed that the Japanese, who through bravery and intelligence had won a position among the Great Powers,

were anxious to consolidate the position by a policy inspiring confidence. The Anglo-Japanese treaty contains nothing contrary to Germany's aims, and we have striven for and desire the open door. The greatest possible securities for peace are the maintenance of the integrity, and the independence of China.

## RUSSIA.

LONDON, 7th December.

Grave disorders have occurred in Transcaspian territory, in which the troops are participating, especially at Askabat.

The directors of the private banks have informed the Minister of Finance that they will be obliged to cease business unless the postal and telegraph strikes are speedily ended.

## POLITICAL.

LONDON, 7th September.

It is believed that Sir Campbell-Bannerman will go to the house of Lords, leaving Mr. Asquith to lead the House of Commons.

## THE PANAMA CANAL.

LONDON, 8th December.

The House of Representatives has voted \$11,000,000, as an emergency appropriation for the Panama Canal construction.

## THE COMING VISIT OF PRINCE ARTHUR.

Prince Arthur of Connaught who, according to the announcement made by H.E. the Governor on Thursday last, is due to reach Hongkong on February 9th next on his way to Tokyo will be accompanied by Lord Redesdale, K.C.V.O., C.B., Admiral of the Fleet, Sir Edward Seymour, G.C.B., O.M., Lieutenant-General Sir Thomas Kelly-Kenny, G.C.B., Colonel Arthur Davidson, C.V.O., C.B., Captain William Wyndham, King's Royal Rifles, Equerry to his Royal Highness, and Mr. Miles Lampson, of the Foreign Office, who will act as secretary to the Mission.

Lord Redesdale is, perhaps, better known to English residents in the East as Mr. Freeman-Mitford, author of "Tales of Old Japan." At one time he was Secretary of the Legation at Peking and afterwards Secretary of the Legation at Tokyo.

Admiral Seymour will be remembered as being in command of the British Squadron at the time of the Boxer trouble, and especially on account of his gallant attempt to relieve the besieged Legation at Peking.

Lt. General Kelly-Kenny is also familiar with the East. He served in China in 1860 and was one of the Military Attachés who accompanied the Japanese Army in the war with Russia.

Colonel Arthur Davidson saw service in Afghanistan and Africa. He went on the retired list in 1902 and has since been assistant keeper of the Privy Purse, Assistant Private Secretary and an Equerry in waiting to H.M. the King.

**TENDER ASHORE NEAR APO ISLAND.**

At nine o'clock on the evening of the 5th instant, as Captain Arthur of the s.s. *Foo Shing</*

## HONGKONG REGATTA.

The Hongkong Regatta, held on Saturday at Aberdeen, was eminently successful. It could not well have been otherwise considering the patronage under which it was conducted, the experienced officials who managed it, and the enthusiasm of the members and the keenness of the competitors who came forward. With such conditions, it only required weather favourable for a good exhibition of sport and a large attendance of the public, and happily that was forthcoming. Undoubtedly one factor in the popularity of Saturday's proceedings was the fact that the day had been proclaimed a public holiday, and this contributed to the unusually large number of spectators.

Patrons.—H.E. The Governor, Sir Matthew Nathan, K.C.M.G., H.E. Admiral Sir Gerard Noel, K.C.M.G., H.E. Major-General Villiers-Hatton, C.B.

Stewards.—Hon. Capt. L. A. Barnes-Lawrence, Sir H. S. Berkeley, Kt., Hon. Sir C. P. Chater, Kt., a.m.o., Colonel Darling R.A., A. Denison, Esq., Lt.-Colonel H. G. Fitton, D.S.O., Sir F. Piggott, Kt., H. E. Pollock, Esq., C.C., E. H. Sharp, Esq., C.C., H. Skott, Esq., J. B. M. Smith, Esq., A. Turner, Esq., Commodore H. P. Williams, R.N.

Committee of Management.—Hon. Mr. Ger- shom Stewart, Chairman, Lieut. C. Cooper, R.E., E. W. Mitchell, Esq., G. A. Caldwell, Esq., C. H. Grace, Esq., C. H. Gale, Esq., F. Lammer, Esq., A. B. Rouse, Esq., Hon. Treas., F. W. Warre, Esq., Hon. Soc.

Umpires.—C. E. H. Beavis, Esq., C. H. Grace, Esq., W. H. Potts, Esq.

Judges.—E. W. Mitchell, Esq., H. P. White, Esq., Lt. C. W. Beckwith, R.N.

The day broke dull and hazy, with but little wind, and there was every prospect of a smooth sea for the interesting series of rowing races. About half an hour before the first event, the wind freshened considerably with the result that the water became more turbulent. Indeed so choppy was the sea beyond the opposite island that it was deemed advisable to alter the course for the several races where the distance to be covered was a mile. Accordingly they started at the half mile mark and finished half a mile further down the channel. In this way everything passed off satisfactorily, and as sunshine brightened the surroundings in the afternoon the visitors enjoyed to the full the beautiful and interesting sights.

As before the course was from the Aberdeen Docks in the Hongkong direction, a mile and half mile being measured off. This stretch of water was very suitable for all the events, with the exception perhaps of that for the men-of-war gigs and whalers, when the 13 boats which competed had not enough room. For the others the course was admirable. The arrangements for the management of the regatta were of the most adequate description. The Dock Company placed their premises at the disposal of the committee and thus enabled a suitable enclosure to be marked off for the events on shore. At the docks and connected with a gangway was the flagship "San Cheung," gay with bunting. Hero most of the spectators took up positions from which to view the races. The umpire and starters attended to their important duties from No. 3 Cosmopolitan Dock Launch, while the judges were accommodated opposite the docks. Instructions had been given for launches to sail at half speed thus avoiding the backwash which would have been uncomfortable for the light boats of the competitors, but unfortunately sampans got in the way during one or two races.

At Aberdeen the occasion was marked by a brave show of steamers and bunting. The two German vessels in the docks, the "Andrea Doria" and the "Vorwärts," dressed ship, while other vessels in the harbour contributed to the display of colour.

In the neighbourhood of the flagship was a great muster of diversified craft. Graceful sailing yachts, grimy launches, dainty little motor boats were moored side by side, but the vessel to create the most interest, by its appearance was a Star Ferry launch, which brought a large party.

The event was patronised by a distinguished assembly as well as by the populace. His Excellency, the Governor, accompanied by Captain Arbuthnot Leslie and Captain Smith, A.D.C., and Mr. A. Ponsonby, arrived before noon with a party which included Sir Francis, and Lady Piggott, Hon. Mr. and Mrs. Gershon Stewart, Miss Hancock, Misses Cave, Thomas, and Mr. Murray Stewart. Shortly afterwards the launch "Christine," placed at their disposal by Sir Paul Chater, brought Lady Noel and party, while Admiral Sir Gerard Noel arrived in a torpedo boat.

During the afternoon the band of the 2nd Battalion Royal West Kent Regiment, under Band-master McCalvey, rendered selections in their well-known pleasing manner.

The start of the races was delayed till near midday, but that did not interfere with the pleasures of the day. Results are appended.

## TUBES.

Open to those not competing in the Stewards' Challenge Cup.

L. A. Musso, V.R.C., 1st 11lbs ... 1  
L. Browne, V.R.C., 1st 11lbs ... 2  
L. Duran, Canton R.C. 1st 11lbs ... 0

The Canton man failed to appear and the race between the other two was not very exciting. Both men took things easily over the half-mile course, Musso reaching the winning post with a length or two to spare. Time 4 mins. 93 secs.

## THE BROWN CHALLENGE CUP.

For light Six-Oared Gigs open to Royal Engineers, Royal Garrison Artillery, British Infantry Regiments, and Departments.

Royal Engineers ... 1  
2nd Battalion Queen's Own Royal West Kent Rgt ... 2

The crews were: Royal Engineers—Bow Sgt. F. Stokes; Sappers C. Spines, C. D. Fisher, P. Turner, A. Barnes, 2nd Corp. S. Murray (str.), Sapper E. Grimsay (cox.), R.W. Kent Regiment—Bow, Pte Rowlands, L. C. Petersen, L. C. Flinn, Pte Turner, Pte King, L. Corp. Barnet, Bandsman Faulkner (cox.). The Engineers had the race pretty well all their own way from the start, and gradually increased their lead till they finished about 80 yards ahead. The course was a mile in length. Time 8 mins. 03 sec.

## JUNIOR FOURES "B."

For heavy clinker-built boats. Open to those not competing for the Challenge Cup or Junior Fours "A." Limited to residents of Hongkong.

Victoria R.C. ... 1  
R. H. Yacht Club ... 2

The crews were: V.R.C.—J. S. Alves, (bow), J. H. R. Hance, L. A. Musso, L. Brown (str.), R. W. Pearson (cox.), R.H.Y.C.—W. Stewart (bow), H. W. Lester, J. Barron, H. Schoenemann (str.), G. A. Caldwell (cox.). This was the best race so far, there being a good display of rowing and a fairly equal contest. Victoria were unfortunate at the start but soon recovered, and after a spirited effort passed the winning mark three lengths ahead. Course, one mile, Time 8 mins. 17 secs.

## MEN-OF-WAR GIGS AND WHALERS.

For service boats, under service conditions. Course, one mile.

Thirteen crews competed—one from H.M.S. "Ded," Heda, Otter, Hart, Hardy, Elfric, Alacrity, Itchen, Tamar, Diadem, and Kowloon depot, and two from H.M.S. "Hogue." There was some difficulty in getting away, but once started the crews infused plenty of spirit into the race. Unfortunately, however, there were one or two fouls, which tended to confuse the issue of a rather exciting contest. The result, after deliberation, was as follows:

H.M.S. Elfric's crew ... 1  
" Hogue's No. 1 crew ... 2  
" Hogue's " 2 " ... 3  
" Itchen's crew ... 4

## CHALLENGE CUP FOR FOUR OARS.

Rowed in light clinker boats. Open to representatives of any amateur rowing club. Distance 1½ miles.

R. H. Y. C. ... 1  
Canton R.C. ... 2

The crews were: Canton—F. C. Herd (bow), 1st, E. Andras, 1st 7lbs; C. Allers, 12st 2lbs; W. Imhoff (str.) 1st 7lbs; A. W. Purnell (cox.), 1st, R.H.Y.C.—F. A. Bider (bow) 1st 2lbs; A. House 1st 12lbs; W. O. Kohler, 12st 2lbs; F. W. Warner (str.), 12st; A. G. Caldwell, 8st 1lb. Local rivalry invested this event with considerable interest. Both crews were about equal, and as the boats kept almost level the greater part of the way, the result was in doubt until the very end, when Hongkong were declared the winners. The course which had to be altered on account of the choppy sea was interrupted by sampans.

## STEWARDS' CHALLENGE CUP.

For sculls. Rowed in boat boats. Distance 1 mile.

W. Kunzal, Canton, R.C. 1st 12lbs 1  
H. W. Kennett, R.H.Y.C. 2st 6lbs 2

An interesting race with both competitors equal till near the finish, when the Canton man drew ahead.

## THE GOVERNOR'S CHALLENGE CUP.

For four oars. Limited to residents of Hongkong. Each boat's crew to be drawn from a single unit which is defined as a regiment, a ship, a corps, the volunteers, a firm, or any other body of gentlemen working together at the same profession or calling. If any of the above units are not strong enough to provide a complete crew, then any combination of two similar units may be made. A club is not included in the definition of a unit.

Royal West Kent Regiment and Royal Engineers ... 1  
Guards ... 2  
Hongkong Volunteer Corps ... 3  
Messrs. Melchers and Blackhead ... 0

Eastern Extension Telegraph Co. 0

This was the event of the day. Though the start was delayed, the five boats got away well.

The West Kents and the Engineers early showed their superiority, while the Volunteers would perhaps have done better had they not got so far outside where the tide was rather strong. For some distance the West Kents led, but they were challenged by the Engineers who succeeded in passing the line first. The competing crews were:

Royal Engineers.—A. G. Ramsford Hanney (bow) 1st 11lbs; A. B. Ogle 1st 7lbs; G. H. Hall 1st 10st 5lbs; C. Cooper (str.) 1st 2lbs; Major 1st 12st 2lbs (cox.).

Messrs. Melchers and Blackhead.—A. Schoenemann (bow) 1st 11lbs; C. King 1st 3lbs; A. Berlinger 1st 7lbs; W. O. Kohler (str.) 1st 12st 2lbs; G. A. Caldwell, 8st 1lb (cox.).

Royal West Kent Regiment and Coldstream Guards.—E. S. Ward (bow) 1st 4lbs; M. W. Graham 12st 4lbs; C. W. Case Morris 1st 4lbs; W. Belgrave, (str.) 1st 8lbs; Capt. F. J. Joslin, 9st 7lbs (cox.).

Eastern Extension Telegraph Co.—W. Peak (bow) 9st 9lbs; J. Hanron 1st 3lbs; P. C. Murray 1st 11lbs; C. H. Mackay 1st 5lbs; J. O. Hughes 1st 2lbs (cox.).

Hongkong Volunteer Corps.—J. H. Hance (bow) 1st 11lbs; H. W. Lester 1st 8lbs; C. E. Hance 1st 10lbs; J. W. Witchell 1st 7lbs; H. W. Kennett 9st 6lbs (cox.).

## MEN-OF-WAR CUTTERS.

Service boats, service conditions. Distance 1 mile.

H.M.S. Andromeda No. 2 ... 1

" Hogue ... 2

" Andromeda No. 1 ... 3

" Tamar ... 0

Undoubtedly a fine race, all the boats finishing in a cluster.

## JUNIOR FOURES A.

Rowed in heavy clinker-built boats. Open to those not competing for the Challenge Cup or Junior Fours, B. Distance 1 mile.

The crews were: Royal Engineers—Bow Castor Rowing Club ... 1  
Royal H.K. Yacht Club ... 2  
V. R. C. ... 3

Another exciting race, the Royal Hongkong Yacht Club disputing all the way with Canton for first place, which the latter secured by a length.

## OFFICERS' GIGS AND WHALERS.

H.M.S. Sultry ... 1

" Hogue ... 2

" Andromeda ... 3

There was plenty of spirit in the contest and very little separated the competitors at the close.

## LADIES' PRIZE.

For Pair Oars, clinker-built, with coxswain. Open to pairs representative of any Amateur Rowing Club. Distance 1 mile.

Canton Rowing Club ... 1

V. R. C. ... 2

Royal H. K. Yacht Club ... 3

This was rather a disappointing race. Canton were easily first, the others being a long way behind. There was mention of a protest for fouling at the start.

## DRAGON RACE.

This typically Chinese contest proved a most picturesque and interesting event. Three boats competed, with crews of about 50 on each, and as they were paddled along the men were excited to greater efforts by the beating of tom-toms and the gesticulation of one or two men standing erect who might be described as coxswains. There was a very exciting finish, all the boats being together.

## DISTRIBUTION OF PRIZES.

The prizes were distributed within the enclosure.

The Hon. Mr. Gershon Stewart said Lady Noel had kindly consented to present the prizes.

They had that day, he continued, tried an experiment and they waited for the public verdict as to whether it had been a success or not.

One thing had been a success, and that was in respect of the attendance of ladies and gentlemen who had favoured them with their presence that day. They felt that as long as the ladies supported them they were all right. They owed a debt of gratitude to the Kowloon and Whampoa Dock Coys. for kindly lending them their premises which were admirably situated for works of commerce and works of pleasure (applause). He had now to ask Lady Noel to hand the prizes to the fortunate competitors.

Lady Noel presented the cups to the winners and the accompanying trophies. The most interesting were the oars and a rudder for the crew which won the Governor's Cup.

Miss Alice Berkeley, who had collected for the "Ladies' Cup," presented that prize to the successful crew, and was presented with a bouquet.

The Governor said it was his privilege to thank Lady Noel for so kindly distributing the prizes on that occasion. He thought the meeting that day had been a great success, largely due to the co-operation of the services—the naval and the military—with the civil element together with the competition of Canton, which they always welcomed whether they were successful or not. In conclusion he presented Lady Noel with a bouquet as a memento of the occasion (Applause).

The Hon. Mr. Gershon Stewart called for three cheers for the ladies, and these being accorded, the company separated, all apparently well pleased with the day's outing.

## AN-EMOTIONAL DEBAUCH.

"The Shaughraun" presented by the Victoria A.D.C. at St. Patrick's Hall on Saturday night, had what he himself would call "a warm welkin." The place was packed with people who punctuated alternate tears and laughter with applause as hearty as the Celtic temperament could wish. Perhaps not all the audience were Celts, but we fancy these predominated; and the way in which every point of the fine old piece was taken must have been gratifying to the actors. It was for the audience, in fact, a debauch of emotions. The dignified manliness and transparent honesty of Mr. A. Cunningham as the Fenian hero; the pious and affectionate "Father Dolan" of Mr. A. J. Askew; the reptilian treachery of Mr. A. T. Walstow as "Harvey Duff," the irrepressible gaiety of Mr. George Burnett as the loyal hearted "Conn;" the sorrows of an Irish gentlewoman as expressed by Mrs. Cunningham in "Arts O' Neale;" the tortuous love-play of "Clare" (Mrs. J. B. Northam) and "Capt. Molyneux" (Mr. J. D. P. Le Grove); all these and more were sufficient to make a warm-hearted crowd forget that it was mere mimicry, just play-acting; and the elemental sentiments had free play, even to the hooting of the villain Dion Boucicault's masterpiece is intensely human, and it says a good deal for the quality of the performers that they kept it up. Where all were so good, it would appear ridiculous to suggest that some were better; so instead of searching for points to criticise, we will quote a typical comment of the many made by the departing audience: "Best amateur show I ever saw." (Chorus of "me too" and "same here.") One gentleman (who had worn a suspiciously solemn countenance during the sad passages, and had laughed and cheered the happy ones) evidently underwent re-action after his sentimental "sprech." His comment was: "Much better than I expected." Those who perform in "another place" will have to look to their laurels this season; and those who were not present on Saturday night will do well to secure seats for the remaining performances.

The scenery was painted by Mr. J. Northam. The music by the Orchestra Philharmonic was worthy of the play. The officials and cast were programmed as follows:

Committee.—Mr. A. Cunningham (president), Captain Marchant, A.P.D., Mr. A. T. Walstow, Mr. J. B. Northam, Mr. G. E. Edwards, and Mr. J. D. P. Le Grove. Messrs. F. W. Adolphy, Hon. Secretary; F. H. Dillon, Hon. Treasurer; G. Burnett, Stage Manager; E. Moriarty, Stage Carpenter; Mr. F. Gonzales, Musical Director.

Capt. Moloney, Mr. J. D. P. Le Grove.

Robert E. Elliott, Mr. A. Cunningham.

Father Dolan, Mr. A. J. Askew.

Corry Kinchella, Mr. W. F. Adolphy.

Harvey Duff, Mr. A. T. Walstow.

Sergt. Jones, Mr. R. G. Turner.

Conn, "The Shaughraun," Mr. Geo. Burnett.

Sullivan, "Reilly, Mangan, Doyle, and Donovan," Mr. W. L. Marshall, Mr. C. H. Griffiths, Mr. A. Shefield, Mr. J. Doughty and Mr. H. E. Moriarty.

Soldiers, Mr. S. Simmonds, Mr. A. Patten and Mr. W. Lawson.

Claire Fiddiot, Mrs. J. B. Northam.

Arts O' Neale, Mrs. A. Cunningham.

Moya, Mrs. C. Matthews.

Mrs. O'Kelly, Mr. W. J. Jury.



## BANKS

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AUTHORISED CAPITAL.....Sh. Taels 7,500,000

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INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

HUGO SUTER.

Sub-Manager.

Hongkong 9th September, 1905. 182

HONGKONG & SHANGHAI BANK-  
ING CORPORATION

PAID-UP CAPITAL.....\$10,000,000

RESERVE FUND.....

STEELING RESERVE.....\$10,000,000

SILVER RESERVE ... 8,500,000

RESERVE LIABILITY OF PROFTS TOE.....\$10,000,000

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A. HAUPT, Esq.—Deputy Chairman.

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E. Goetz, Esq.

C. R. Lehmann, Esq.

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Hongkong—J. R. M. SMITH

MANAGER:

Shanghai—H. E. R. Hunter.

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On Current Account at the rate of Two per

Cent per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per cent per Annum.

For 6 months, 3½ per cent per Annum.

For 12 months, 4 per cent per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 16th November, 1905. 23

THE MERCANTILE BANK OF  
INDIA, LIMITED.

AUTHORISED CAPITAL.....£1,500,000

SUBSCRIBED.....1,125,000

PAID-UP.....562,500

RESERVE FUND.....110,000

BANKERS:

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at

the rate of 2½ per annum on the Daily balance.

ON FIXED DEPOSITS:

For 12 months.....4½%

" 6 " .....3½%

" 3 " .....2½%

A. R. LINTON,

Acting Manager.

Hongkong, 30th June, 1905. 26

THE YOKOHAMA SPECIE BANK  
LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .. Yen 24,000,000

CAPITAL PAID-UP .. 18,000,000

CAPITAL UNCALLED .. 6,000,000

RESERVE FUND..... 9,940,000

HEAD OFFICE—YOKOHAMA.

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On Current Account at the rate of 2 per cent

per annum on the daily balance.

On fixed deposits for 12 months 5%, per annum

" 6 " 4%

" 3 " 3%

TAKEO TAKAMICHI,

Manager.

Hongkong, 22nd May, 1905. 27

HONGKONG SAVINGS BANK.

THE Business of the above Bank is cond-

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For the HONGKONG AND SHANGHAI

BANKING CORPORATION.

J. R. M. SMITH,

Chief Manager.

Hongkong, 1st May, 1902.

The Salt of Salts  
**Abbey's  
Effer-  
vescent Salt**

If your Headaches, if your tongue is coated and your mouth tastes bad, if you feel nauseated on rising, if you are constipated, it means that your stomach is wrong and you need Abbey's Salt, and need it badly.

Nothing so bad for your health as a disordered stomach, nothing so good for a disordered stomach as Abbey's Salt.

Sold in two sizes by all Chemists and Stores, and by Watkins, Ltd., and A. S. Watson, Ltd., Hong Kong.

The Abbey Fruit Saline Co., Ltd., 144, Queen Victoria Street, London, E.C.

1243-4

## BANKS

## INTERNATIONAL BANKING

## CORPORATION.

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the Philippine Islands and the  
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CAPITAL AND SURPLUS

AUTHORISED .. Gold \$10,000,000

CAPITAL PAID UP .. Gold \$3,250,000

RESERVE FUND .. Gold \$3,250,000

HEAD OFFICE—New York.

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Branches and Agents all over the World.

LONDON BANKERS.

NATIONAL PROVINCIAL BANK OF ENGLAND,

LIMITED,

UNION OF LONDON AND SMITH'S BANK,

LIMITED,

BRITISH LINEN COMPANY BANK

The Corporation transacts every description of Banking and Exchange business, receives money in Current Account and accepts Fixed Deposits at the following rates:

For 12 months 4½ per cent per annum.

6 " 3½ "

3 " 2½ "

H. PINCKNEY,

Manager.

9, Queen's Road, Central,

Hongkong, 29th September, 1905. 2401

The petitioners begin by pointing out that Shanghai and Nanking are the keys to the gates of the south-eastern portions of the Chinese Empire. The petitioners have discovered, that the proposed line is only 558 li in length, and that the sum of £3,500,000 which has been borrowed to build this is a most extravagant estimate. The revenue from the line will never enable the Chinese to pay off this sum, and it will remain in the hands of a foreign corporation, detrimental to the welfare of China and a source of continual trouble in the future. The water communication between Shanghai and Nanking is so good and convenient that a railway cannot compete with it remuneratively. But dividends are not the real objects of the British. They have been casting covetous eyes on the Yangtze Valley, notwithstanding their self-denying agreement with Germany, and have been seeking a pretext to take it. They have lent China such a large sum of money (£3,500,000), knowing that if China cannot repay it, they will fall on us with the might of a creditor, and convert China into another Egypt. When the line was first mooted the Southern Superintendent of Trade estimated that it could be built for seven million taels (say \$1,000,000 sterling), and there was no necessity to ask for foreign assistance at all, so much of this limited amount as could not be raised being obtained by selling shares to Chinese merchants. Instead of doing this and being satisfied with the seven million taels estimate, the Chinese borrowed four times that amount from foreigners. The interest of this is £1s. 1,420,000 or £1s. 71,000,000 in sterling. With a line only 609 li in length, built where there is already good water communication, this interest can never be paid, still less the capital sum. The continued and ever-increasing fall in the price of silver, and the contingency of the interest being compounded are also dangers against which we should be on our guard. For these reasons, the railway will never be redeemed, a condition that will be a source of eternal danger to our country.

It is hardly necessary to point out the fallacies with which this petition is filled. The estimate of cost, £3,500,000, is intentionally a very full one, and the whole sum will almost certainly not be required, but it was primarily necessary to be on the safe side. As regards the insufficiency of the traffic, it is enough to say that the railway has only been open a week, and it is already found necessary to double the original service of trains, and there is at present hardly rolling-stock enough to carry the passengers. Of course, seven million taels is an impossible estimate for the work that has been and is being done. The railway is to be continued to Hangchow and Ningpo, and the yards, workshops, etc., at Shanghai have been designed with that extension in view. Then the roadbed, sidings, etc., are designed for a double-track line, and the whole work is first-class, the railway being intended to last for years, and carry a large traffic as satisfactorily as any railway can be made to do. There is not the slightest doubt that it will pay well, and will easily return the capital borrowed and the interest, notwithstanding the alleged excellence of the present water communication with which it has to compete. There is absolutely not the least foundation for the allegation that the real design of the railway is to give England a foothold in the Yangtze Valley, and when the new Director-General, Mr. Tang Shao-ying, comes to make his own investigation, he will find that the sole and simple object of the British and Chinese Corporation, in which the Chinese Commissioners have loyally supported their British colleagues, has been to build as cheaply and honestly as possible a first-class line that shall be a lasting credit in every way to all connected with it!—N.C. Daily News.

SUN FAT & CO.

MANUFACTURERS AND DEALERS IN

LADIES' AND CHILDREN'S

UNDERWEAR,

EMBROIDERIES, LACES, SILKS, PONGEE,

GRASS LINEN, SHAWLS, HANDKERCHIEFS,

BLANKETS, TOWELS,

EBONY FURNITURE AND FANCY GOODS,

No. 82, QUEEN'S ROAD CENTRAL.

Any Order Promptly Attended To.

Hongkong, 12th January, 1905.

29

W.M. WHITELEY LTD.

Universal Providers,

WESTBOURNE GROVE, LONDON, W.

## THE BIGGEST STORE

## SHIPPING.

## ARRIVALS.

BRAND, Norwegian str., 1,515, H. Folkestad, 10th Dec.—Chinkiang 3rd Dec., General—Sandor, Wieler & Co.

CARL DIEDERICHSSEN, German str., 774, H. Schlaikier, 9th Dec.—Raipong 6th Dec., General—Johsen & Co.

FOOSHUNG, British str., 1,223, T. Arthur, 8th Dec.—Pakalongan and Samarang 29th Nov.—Yardine, Matheson & Co.

FOOCHOW, British str., 10th December, from Canton.

FRITHJOF, Norwegian str., 891, H. A. Haraldsen, 9th Dec.—Shanghai, Foochow, Amoy and Swatow 8th Dec., General—Osaka Shosha Kaisha.

GHAZZE, British str., 3,585, D. Stuart Bailey, 9th Dec.—Amoy 7th Dec., General—Dowdell & Co.

CHIANG, British str., 1,424, S. L. Hussey, 9th Dec.—Shanghai 4th and Swatow 8th Dec., General—Jardine, Matheson & Co.

GROMORYU, Russian cruiser, 11,300, Broussoff, 9th Dec.—Nagasaki 5th.

HARIMAN, British steamer, 636, Robson, 10th December—Swatow 9th Dec., General—Douglas Lapraik & Co.

IDOMENEUS, British str., 4,290, H. Nish, 8th Dec.—Liverpool and Singapore 3rd Dec., General—Butterfield & Swire.

JASON, British str., 7,449, T. G. Steave, 8th Dec.—Shanghai 5th Dec., General—Butterfield & Swire.

KIUKHIN, British str., 1,228, J. B. Harris, 9th Dec.—Weihsien 3rd Dec., General—Butterfield & Swire.

KWANGEE, British str., 1,228, Stott, 10th Dec.—Wuhu and Chinkiang 5th Dec., Rice, &c.—Butterfield & Swire.

LOONGKONG, German str., 1,245, Kalkofen, 10th Dec.—Shanghai 7th Dec., General—Siemens & Co.

MONTRONE, British str., 2,984, Robt. Glegg, 9th Dec.—Singapore 2nd Dec., General—Dowdell & Co.

OTTERPOOL, British str., 1,840, J. J. Farnell, 8th Dec.—Moj 2nd Dec., Coal—Mitsui Bussan Kaisha.

PALKA, German str., 1,017, H. Demes, 9th Dec.—Bangkok 2nd Dec., Rice and Wood—Butterfield & Swire.

PROMISE, Norwegian str., 714, E. Torstensen, 10th Dec.—Amoy and Swatow 6th Dec., General—Osaka Shosha Kaisha.

PRONTO, Norwegian str., 860, Hoien, 9th Dec.—Haiphong 3rd Dec., General—A. R. Marly.

RAJAH, German str., 3,350, C. Wolff, 8th Dec.—Bangkok 30th November, Rice—North German Lloyd.

ROSSIA, Russian cruiser, 9th Dec., from the North.

SULEY, British cruiser, 9th Dec., from Mirs Bay.

Victoria, Chinese str., 10th December, from Canton.

WONGAN, British str., 10th December, from Canton.

## DEPARTURES.

St. December.

CHANGSHA, British str., for Kobe.

DAIJI MARU, Japanese str., for Swatow.

HUICHOW, British str., for Nagasaki.

JACOB DIEDERICHSSEN, German steamer, for Haiphong.

AMIGO, German str., for Haiphong.

CHIQUEN, Chinese str., for Shanghai.

HONGMUN, British str., for Amoy.

JACOB DIEDERICHSSEN, Ger. str., for Hoihow.

RUSH, British str., for Manila.

COURTFIELD, British str., for Bombay.

DAIGI MARU, Japanese str., for Tamsui.

JASON, British str., for London.

HUICHOW, British str., for Nagasaki.

SHIPPING REPORTS.

The German str. Loongkong reports: Moderate N.E. winds and hazy weather.

The British str. Harrow reports: Moderate monsoon, dull clouds and hazy, smooth sea.

The German str. Pandat reports: Up to lat. 9° N. strong monsoon; from there to port very moderate monsoon.

The British str. Choyzhang reports: Shanghai to Swatow light variable winds and hazy weather; dense fog for 24 hours off Lamock Island. Swatow to port light easterly wind and fine clear weather.

The British str. Kukhong reports: Tientsin to Cheloo light wind and fine weather. Cheloo to Weihsien light wind and fine. Weihsien to Hongkong light variable winds, fine weather to Tsinabat; thence to Lamock light S.W. wind and dense fog; from thence to port light N.E. wind. Fog at times.

VESSELS IN DOCK.

8th December.

ABERDEEN DOCKS.—Andrie Rickmers, Vorwärts.

KOWLOON DOCKS.—Kwantiu, Hilary, Hercules, H.M.S. Hardy, Eva, H.M.S. Virago, H.M.S. Whiting, Dragon, Germania, Paul Beau.

COLONIAL DOCK.—Loosah, Hankow.

## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"TONKIN."

Captain Charbonnel, will be despatched for MARSEILLES on TUESDAY, the 12th December, at 1 p.m.

This Steamer connects at Colombo with the Australian line ss. Yarra, bound for Marseilles via BOM BAY and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

ss. "ARMAND BEHIC" ... 26th Dec.

ss. "ERNEST SIMONS" ... 9th Jan.

ss. "POLYNESIEN" ... 23rd Jan.

G. DE CHAMPEAUX, Agent.

Hongkong, 30th November, 1905. [2]

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS."

Captain Bourdon, will be despatched for the above ports on or about TUESDAY, 12th inst.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 6th December, 1905. [2]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong B, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

SECTION.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	PALERMO	Brit. str.	—	E. G. Andrews	P. & O. S. N. Co.	On 13th inst., P.M.
LONDON, &c., VIA USUAL PORTS OF CALL	SIMLA	Brit. str.	—	C. D. Goldsmith, R.N.R.	P. & O. S. N. Co.	On 16th inst., at Noon.
AMSTERDAM, LONDON & ANTWERP	HECTOR	Brit. str.	1 m.	...	BUTTERFIELD & SWIRE	On 19th inst.
AMSTERDAM, LONDON & ANTWERP	TYDEUS	Brit. str.	1 m.	...	BUTTERFIELD & SWIRE	On 2nd Jan.
MABSEILLES, &c., VIA PORTS OF CALL	IDOMENEUS	Brit. str.	1 m.	...	BUTTERFIELD & SWIRE	On 16th Jan.
MABSEILLES & LONDON	TONKIN	Frob.	—	Charbonnel	MESSAGERIES MARITIMES.	To-morrow, at 1 P.M.
BREMEN, VIA PORTS OF CALL	BENMOND	Brit. str.	—	H. Henderson	GIBB, LIVINGSTON & CO.	About 16th inst.
HAIRE, BREMEN & HAMBURG VIA STRAITS, &c.	PRINZ HEINRICH	Ger. str.	—	Grosch	MELCHERS & CO.	On 20th inst., at Noon.
HAIRE & HAMBURG VIA STRAITS, &c.	SITHONIA	Ger. str.	k. w.	H. Brechner	HAMBURG-AMERIKA LINIE	On 22nd inst.
HAIRE & HAMBURG VIA STRAITS, &c.	AMBRIA	Ger. str.	k. w.	Winnenberg	HAMBURG-AMERIKA LINIE	On 10th Jan.
TRISTE, &c., VIA SINGAPORE, &c.	BRIGAVIK	Ger. str.	k. w.	Russ	HAMBURG-AMERIKA LINIE	On 24th Jan.
GENOA, MABSEILLES & LIVERPOOL	NIPPON	Aus. str.	1 m.	Förk	SANDER, WIELER & CO.	On 27th inst.
NEW YORK VIA PORTS & SUEZ CANAL	GLACUS	Brit. str.	—	L. Soich	BUTTERFIELD & SWIRE	On 20th inst.
NEW YORK VIA PORTS & SUEZ CANAL	GHAZER	Brit. str.	—	DODWELL & CO., LTD.	DODWELL & CO., LTD.	About 11th inst.
NEW YORK & BOSTON	INDIANI	Brit. str.	—	SHEWAN, TOME & CO.	SHEWAN, TOME & CO.	On 21st inst.
NEW YORK & BOSTON	COULDON	Brit. str.	k. w.	ARNHOLD, KARBERG & CO.	ARNHOLD, KARBERG & CO.	About 2nd Jan.
NUBIA	NUBIA	Brit. str.	2 m.	Babel	HAMBURG-AMERIKA LINIE	On 11th Jan.
EMPEROR OF JAPAN	ATHENIAN	Brit. str.	1 m.	...	CANADIAN PACIFIC R. CO.	On 13th inst.
LYRA	LYRA	Am. str.	—	G. V. Williams	CANADIAN PACIFIC R. CO.	On 24th Jan.
TELEMACHUS	TELEMACHUS	Brit. str.	1 m.	J. H. Blader	DODWELL & CO., LTD.	On 27th inst.
MINNESOTA	MINNESOTA	Brit. str.	—	...	NIEPON YUSEN KAISHA	On 1st Jan.
MINNESOTA	AGAONIA	Brit. str.	—	...	PORTLAND & ATLANTIC S.S. CO.	On 19th inst., at Daylight.
DAKOTA	DAKOTA	Brit. str.	—	...	...	On 16th Jan.
WILLEFAD	WILLEFAD	Brit. str.	—	Rose	...	On 27th inst., at Noon.
AUSTRALIAN	AUSTRALIAN	Brit. str.	—	...	...	On 27th inst.
CHANGSHA	CHANGSHA	Brit. str.	1 m.	...	...	On 1st Jan.
TUNGUS	TUNGUS	Gen. str.	k. w.	...	...	On 22nd inst.
PALAWAN	PALAWAN	Brit. str.	—	...	...	On 24th inst.
WOSCHOW	WOSCHOW	Brit. str.	1 m.	...	...	On 25th inst.
WOSCHOW	WOSCHOW	Brit. str.	—	...	...	On 26th inst.
TINGSANG	TINGSANG	Brit. str.	—	...	...	On 27th inst.
ANPING MARI	ANPING MARI	Jap. str.	1 m.	Fr. Bremer	JARDINE, MATHESON & CO.	On 15th inst., at 4 P.M.
PROGRESS	PROGRESS	Gen. str.	—	Bourdon	OSAKA SHOSHA KAISHA	On 16th inst.
ENEKET SIMONS	ENEKET SIMONS	Gen. str.	—	C. L. Daniel	SIEMENS & CO.	On 17th inst.
DELTA	DELTA	Brit. str.	—	A. Hansen	MESSAGERIES MARITIMES.	On 18th inst.
TRIUMPH	TRIUMPH	Gen. str.	—	A. H. Haraldsen	P. & O. S. N. CO.	On 19th inst.
HAIMUN	HAIMUN	Brit. str.	2 m.	A. J. Robson	OSAKA SHOSHA KAISHA	On 13th inst., at 10 A.M.
TAMING	TAMING	Brit. str.	—	...	DOUGLAS LAPEAK & CO.	On 10th A.M.
ZAFIRO	ZAFIRO	Brit. str.	—	...	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
RUBLI	RUBLI	Brit. str.	—	...	JARDINE, MATHESON & CO.	On 15th inst., at 10 A.M.
KAIFONG	KAIFONG	Brit. str.	—	...	SHEWAN, TOME & CO.	On 23rd inst., at Noon.
KUNSANG	KUNSANG	Brit. str.	—	...	...	On 22nd inst.
CAPEI	CAPEI	Ital. str.	—	...	...	On 15th inst., at 4 P.M.
TILATJAP	TILATJAP	Dut. str.	—	...	...	On 13th inst., at Noon.
				Stobbing	CARBOVITZ & CO.	About 18th inst.
				Bolstado	JAVA-CHINA-JAPAN LINE	

## VESSELS ON THE BERTH

FOR NAGASAKI & VLADIVOSTOCK.

THE Steamship

"TUNGUS."

Captain Halverson, will be despatched for the above ports TO-MORROW, the 12th inst., at 12 Noon.

The steamer has splendid accommodation for passengers.

HAMBURG-AMERIKA LINIE.

Hongkong, 8th December, 1905. 2779

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREKEN.

JAPAN-CHINA-AUSTRALIA LINE

VIA NEW GUINEA.

STEAM FOR

FRIEDRICH-WILHELMSHAFEN, SIMPSONHAFEN, HERBERTSHOEHE, MATUPI, SYDNEY & MELBOURNE.

TO-MORROW, the 12th December, at Noon, the Steamship "WILLEHAD," Captain Oberauer, with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For Further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 16th November 1905. [2595]

FOR SHANGHAI.

Taking Cargo at Through Rates to TSINGTAU and CHEMULPO.

THE Steamship

"PROGRESS."

OCEAN STEAMSHIP COMPANY, LTD.  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.

## JOINT SERVICES.

MONTHLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

## OUTWARDS.

FROM	STEAMERS	DEB
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 8th December.
GLASGOW and LIVERPOOL	"STENTOR"	On 13th December.
GLASGOW and LIVERPOOL	"KANCIOW"	On 26th December.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 29th December.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 2nd January.
GLASGOW and LIVERPOOL	"PAKLING"	On 2d January.
GLASGOW and LIVERPOOL	"SAINT BEDE"	On 2d January.
GLASGOW and LIVERPOOL	"PATROCLUS"	On 9th January.
HOMEWARDS.	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"HECTOR"	On 19th December.
GENOA, MARSEILLES and LIVERPOOL	"GLAUCUS"	On 20th December.
AMSTERDAM, LONDON and ANTWERP	"TYDEUS"	On 2d January.
AMSTERDAM, LONDON and ANTWERP	"IDOMENEUS"	On 16th January.
* Taking cargo for Liverpool at London Rates.		

## TRANS-PACIFIC SERVICE.

Operating in conjunction with

## THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.  
EASTWARD.

FOR	STEAMERS	TO SAIL
ALL PACIFIC COAST PORTS, VIA VICTORIA, SEATTLE, TACOMA, & NAGASAKI, KOBE and YOKO	"TELEMACHUS"	On 1st January.
HAMA	"NINGCHOW"	On 1st February.
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"JASON"	On 7th December.
	"TYDEUS"	On 26th December.
	"PINGSUEY"	On 26th January.
For Freight, apply to		
BUTTERFIELD & SWIRE, AGENTS.		[9-10]

CHINA NAVIGATION CO.  
LIMITED.

STEAMERS TO SAIL.  
SHANGHAI "FOOCHOW" On 11th December.  
MANILA "TAMING" On 13th December.  
CEBU and ILOILO "KAIKONG" On 22nd December.  
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, "CHANGSHA" On 27th December.  
TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.  
\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.  
\* Taking cargo on through bills of lading to all Yangtze and Northern China Ports.  
\* Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.  
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.  
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

[11]

HAMBURG-AMERIKA LINIE.  
OSTASIATISCHER DIENST.

Taking cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIc PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.  
SITHONIA (HARVE, BREMEN and HAMBURG) On 22nd Dec. Freight.  
Capt. Bremer (Calling at Singapore, Penang and Colombo) On 22nd Dec. Freight.  
AMBRIA (HARVE and HAMBURG) On 10th Jan. Freight.  
Capt. Winzenberg (Calling at Singapore, Penang and Colombo) On 10th Jan. Freight.  
BRISGAVIA (HARVE and HAMBURG) On 24th Jan. Freight.  
Capt. Russ. (Calling at Singapore, Penang and Colombo) On 24th Jan. Freight.  
RHENANIA (HARVE and HAMBURG) On 7th Feb. Freight & Passengers.  
Capt. Fock (Calling at Singapore, Penang and Colombo) On 7th Feb. Passengers.  
NUBIA (NEW YORK via SUEZ) About 11th Jan. Freight.  
Capt. Habel (with liberty to call at the Malabar coast) About 11th Jan. Freight.  
Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabin amidsides. Lighted throughout by electricity. Duly qualified doctors are carried.

For further Particulars apply to

HAMBURG-AMERIKA LINIE.  
HONGKONG OFFICE, KNG's BUILDINGS.

[12]

NORTHERN PACIFIC LINE.  
BOSTON S. S. CO. BOSTON TOWBOAT CO.  
CONNECTING AT TACOMA WITH

## NORTHERN PACIFIC RAILWAY COMPANY.

## PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
LYRA	4,417	G. V. Williams	Wednesday, December 27th
PLEIADES	3,753	F. G. Purtington	to follow.
SHAWMUT	9,606	E. V. Roberts	to follow.

\* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior  
Accommodation for First and Second Class Passengers. The large size of these vessels ensures  
stability at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried  
in cold storage.

## PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to

DODWELL & CO., LIMITED,

GENERAL AGENTS.

QUEEN'S BUILDINGS,  
Hongkong, 11th December, 1905.

IMPERIAL GERMAN MAIL  
LINE.

NORDDEUTSCHE LLOYD, BREMEN.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.  
STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMER.

SAILING DATES.

1906

PRINZ HEINRICH ... WEDNESDAY 20th December

PRINZ EITEL FRIEDRICH ... WEDNESDAY 19th January

GNEISENAU ... WEDNESDAY 31st January

PREUSSEN ... WEDNESDAY 14th February

ZIETEN ... WEDNESDAY 23rd February

PRINZESS ALICE ... WEDNESDAY 14th March

BAUERN ... WEDNESDAY 28th March

PRINZ REGENT LUITPOLD ... WEDNESDAY 11th April

PRINZ EITEL FRIEDRICH ... WEDNESDAY 25th April

SACHSEN ... WEDNESDAY 9th May

PRINZ HEINRICH ... WEDNESDAY 23rd May

ROON ... WEDNESDAY 6th June

PREUSSEN ... WEDNESDAY 29th June

ZIETEN ... WEDNESDAY 4th July

OLDENBURG ... WEDNESDAY 18th July

BAUERN ... WEDNESDAY 1st August

PRINZ REGENT LUITPOLD ... WEDNESDAY 15th August

PRINZ EITEL FRIEDRICH ... WEDNESDAY 29th August

THE Steamship

## VESSELS ON THE BERTH

NAVIGAZIONE GENERALE  
ITALIANA  
(Florio and Robattino United Companies.)

STEAM FOR BOMBAY VIA SINGA-  
PORE AND PENANG.

Having connection with Company's Mail Steamer to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.

Taking cargo at through rates to PERSIAN

GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 8th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All Claims against the steamer must be presented to the undersigned on or before the 11th inst., or they will not be recognized.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 11th December, 1905. [9-1]

## NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY,  
LIMITED,

AND  
CHINA MUTUAL STEAM NAVIGA-  
TION COMPANY, LIMITED

CONSIGNEES per Company's Steamer

"AJAX."

are hereby notified that the cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where, in both cases, it will lie at Consignee's risk. The cargo will be ready for delivery from Craft or Godown on and after the 4th inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 8th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All Claims against the steamer must be presented to the undersigned on or before the 11th inst., or they will not be recognized.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 11th December, 1905. [9-1]

## "ISMAILA."

Captain Stibbing, will be despatched as above on WEDNESDAY, the 13th inst., at NOON.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO.,  
Agents.

Hongkong, 2nd December, 1905. [2783]

BRITISH-INDIA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR SINGAPORE AND RANGOON.

THE Company's Steamship

"ISMAILA."

Captain Stibbing, will be despatched as above on FRIDAY, the 13th inst., at 4 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
Agents.

Hongkong, 8th December, 1905. [2783]

"BEN" LINE OF STEAMERS.

FOR MARSEILLES AND LONDON.

THE Steamship

"BENLOMONT."

Captain Henderson, will be despatched as above on or about the 23rd inst.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong

## POST OFFICE NOTICES.

## CHRISTMAS CARDS.

Christmas Cards (if prepaid at Printed Matter rates) must be posted either in an unfastened envelope or in a cover which can be easily removed for the purpose of examination without breaking any seal or tearing any paper or separating any adhering surfaces. Covers may be secured with string.

Cards in closed envelopes with notched ends or corners cut will be taxed as letters.

The best method of sending cards is to enclose them in an envelope with the flap turned in. The *Ernest Simon*, with the French mail of the 10th November, leaves Saigon to-day, at 8th inst., at 11 p.m., and may be expected here on or about Tuesday, the 12th inst., at daylight. This packet brings replies to letters despatched from Hongkong on the 7th October.

Mail for CANTON, SAMSHUI, and WUCHOW are closed on week-days at 7.30 a.m. On Sunday the mail for Macao is closed at 8 a.m.

Mail for NAMTAO, SAMBU, \*KIMCHUK, \*SAMSHUI, \*WUCHOW and \*CANTON are closed every weekday, at 5 p.m. On Sundays the mails are closed at 9 a.m.

\*No mails are despatched to those places on Saturday evenings, unless previously notified.

## MAILS WILL CLOSE

FOR	PER.	DATE.
Shanghai		Monday, 11th, 3.00 P.M.
Hollow and Bangkok		Monday, 11th, 5.00 P.M.
Singapore and Shanghai		Monday, 11th, 5.00 P.M.
Wilhelmsburg, Hamburg, Herbertshofen, Matupi, Brisbane, Sydney and Melbourne		Tuesday, 12th, 10.00 A.M.

EUROPE, &c., INDIA VIA TUTICORN (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents). Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

Shanghai  
Singapore, Penang and Calcutta  
Manila  
Shanghai  
Swatow and Bangkok

SHANGHAI, NAGASAKI, KORE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.). Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.

Singapore, Penang and Bombay  
Bataan, Cebu, Samarang, Sourabaya and Macassar

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents).

Singapore and Rangoon  
Manila  
Manila

EUROPE, &c., INDIA VIA TUTICORN (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents). Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents).

Shanghai, Nagasaki, Kobe, Yokohama and Seattle

## TO-DAY.

Tele. Barbed Wire, &c., King's Park, Kowloon, Messrs. Hughes & Hough, 11 a.m.

Sale, Japanese Curios, Sales Rooms, Messrs. Hughes & Hough, 2.30 p.m.

Sale, Crown Land, Public Works Department, 3 p.m.

Performance of "The Shaughraun" by the Victoria Amateur Dramatic Club, St. Patrick's Club Theatre, 8.30 p.m.

Annual Bazaar and Sale of Work, Convent, Praya End.

TO-MORROW.

Sale, Household Furniture, &c., Sales Rooms, Mr. V. I. Remondos, 2.30 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS

8th December.

ON LONDON— Telegraphic Transfer 20/56 Bank Bills, on demand 2/4 Bank Bills, at 30 days sight 2/4 Bank Bills, at 4 months' sight 2/04 Credits, at 4 months' sight 2/03 Documentary Bills, 4 months' sight 2/03

ON PARIS— Bank Bills, on demand 255 Credits, at 4 months' sight 250

ON GERMANY— On demand 207

ON NEW YORK— Bank Bills, on demand 492 Credits, 60 days' sight 504

ON BOMBAY— Telegraphic Transfer 1514 Bank on demand 1514

ON CALCUTTA— Telegraphic Transfer 1514 Bank on demand 1514

ON SHANGHAI— Bank at sight 713 Private, 30 days' sight 722

ON YOKOHAMA— On demand 983

ON MANILA— On demand— Pesos 993

ON SINGAPORE— On demand 68 p.c.p.m.

ON BATAVIA— On demand 1213

ON HAIPHONG— On demand 14 p.c.p.m.

ON SAIGON— On demand 1 p.c.p.m.

ON BANGKOK— On demand 60/—

SOVEREIGN, Bank's Buying Rate 9.80

GOLD LEAF, 100 fine, per teal 52/40

BAK SILVER, per oz. 93/2

## OPIUM.

9th December.

Quotations are— Allowances not to last 4 days. Malwa New \$1630 to — per picul. Malwa Old \$1600 to — " Malwa Old \$1130 to — " Malwa V. Old \$1180 to — " Persian fine 1200 to — " Persian extra fine 1200 to — " Patna New \$1822 to — per chest. Patna Old \$845 to — " Benares New \$840 to — " Benares Old \$815 to — "

## VESSELS EXPECTED.

THE FRENCH MAIL. The M.M. str. *Ernest Simon* left Saigon on Saturday the 9th inst., at 11 p.m., as previously announced.

THE AMERICAN MAIL. The P.M. str. *Mongolia* will sail from Yokohama on the 8th Dec., and is due here on the 19th Dec.

## Ideal Milk



Enriched 20 per cent.  
with Cream.

Sterilized—Not Sweetened.  
A Perfect Substitute for Fresh Milk.

## HONGKONG, CANTON, MACAO &amp; WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.

S.S. "POWAN," 2,338 tons, Captain G. F. Morrison, R.N.R.

S.S. "FATSHAN," 2,260 tons, Captain R. D. Thomas.

S.S. "HANKOW," 3,073 tons, Captain C. V. Lloyd.

S.S. "KINSHAN," 1,985 tons, Captain J. J. Lossius.

Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday excepted), 9 p.m., and 10.30 p.m. (Saturday excepted).

Departures from Canton to Hongkong daily at 8.30 a.m., 2 p.m. and 6 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., HONGKONG-MACAO LINE.

S.S. "FEUNGSHAN," 1,993 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on weekdays at 2 p.m. Departures from Macao to Hongkong daily at Noon.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.

This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

## JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.

## INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain W. A. Valentine.

S.S. "NANNING," 869 tons, Captain C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the

## HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

Hotel Mansions (First Floor), opposite the Hongkong Hotel;

Or of BUTTERFIELD & SWINEY, Agents, CHINA NAVIGATION CO., LTD.

17

## HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

## TIME TABLE.

## WEEK DAYS.

DOCK No. 3.	7.00 a.m. to 8.00 a.m. ... Every 10 minutes.
Length on Blocks	729 feet.
Width of Entrance on Top	714.
Width of Entrance on Bottom	593.
Water on Blocks at Spring Tide	343.
DOCK No. 1.	8.45 p.m. & 8.00 a.m. ... 9.45 to 11.15 p.m. Extra car at 11.30 p.m. and 11.45 p.m.
Extreme Length	523 feet.
Length on Blocks	513.
Width of Entrance on Top	88.
Width of Entrance on Bottom	77.
Water on Blocks at Spring Tide	263.
DOCK No. 2.	8.45 p.m. & 8.00 a.m. ... 9.45 to 11.15 p.m. Extra car at 11.30 p.m. and 11.45 p.m.
Extreme Length	371 feet.
Length on Blocks	350.
Width of Entrance on Top	66.
Width of Entrance on Bottom	53.
Water on Blocks at Spring Tide	22.

NIGHT CALES  
8.45 p.m. & 8.00 a.m. ... 9.45 to 11.15 p.m. Extra car at 11.30 p.m. and 11.45 p.m.

SCUDS  
8.00 a.m. to 9.00 a.m. ... Every 10 minutes.  
9.00 a.m. to 9.30 a.m. ... Every 10 minutes.  
9.30 a.m. to 10.30 a.m. ... Every 10 minutes.  
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.  
12.00 M. to 1.00 P. ... Every 10 minutes.  
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 7.00 p.m. ... Every 15 minutes.  
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.  
NIGHT CALES at 6.45 p.m. & 9.00 p.m., 945 to 11.15 p.m., every half hour.

SPECIAL CALES by arrangement at the Company's Office, Alexandra Building, Des Voeux Road Central.

JOHN D. JUMPHREYS & SON, Liquidators.

Hongkong, 13th July, 1905. 2260

SHIPPERS  
CUTLER, PALMER & CO., LONDON AGENTS  
LANE, CRAWFORD & CO., HONGKONG

COLD STORAGE.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

LARGE STOCK of MATERIAL is always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSE equipped with necessary gear, always ready Short Notices.

1905

"HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST ... \$10.00

DIRECTORY OF PROTESTANT MISSIONARIES IN CHINA, JAPAN AND COREA ... 0.60

POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA ... 0.25

TRADE MARK REGULATIONS IN CHINA ... 0.25

FROM HONGKONG TO CANTON, BY THE PEARL RIVER—A Book for the Globetrotter, by Capt. C. V. LLOYD; with Maps and Illustrations ... 1.90

FROM PORTSMOUTH TO PEKING, VIA LADYSMITH, WITH A NAVAL BRIGADE (Cruise of H.M.S. Terrible) ... 1.00

OUNTINGS OF NAVAL GUNS and their Subsequent Use with the Ladysmith Relief Column ... 1.00

WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh ... 2.00

CALLED OUT: or the Chung Wang's Daughter, an Anglo-Chinese Romance, by Chas. J. H. Halcombe ... 2.00

RATES OF EXCHANGE AT HONGKONG English Mail days 1874 to 1904 ... 2.00

MAP OF WEST RIVER ... 0.25

HONGKONG TIDE TABLE.

From 11th to the